

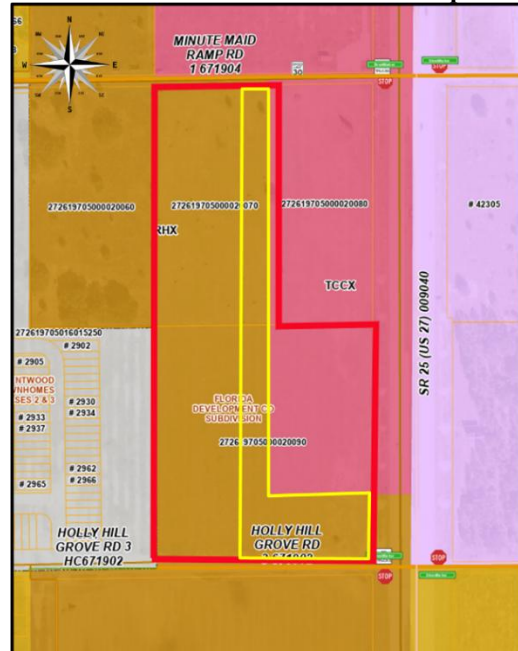
# POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

<b>ID #:</b>	<b>36</b>
<b>DRC Date:</b>	January 30 <sup>th</sup> , 2025
<b>Planning Commission Date:</b>	April 2 <sup>nd</sup> , 2025
<b>BoCC Dates:</b>	June 3 <sup>rd</sup> , 2025 (1 <sup>st</sup> Hearing), August 5 <sup>th</sup> , 2025 (2 <sup>nd</sup> Hearing)
<b>Applicant:</b>	William Maki, Daly Design Group
<b>Level of Review:</b>	Level 4 Review, Comprehensive Plan Map Amendment
<b>Case Number and Name:</b>	LDCPAL-2024-19 Minute Maid Ramp Road 1 Commercial CPA
<b>Request:</b>	Large Scale Comprehensive Plan map amendment from Residential High (RHX) to Tourism Commercial Center (TCCX) on +/- 3.2 acres of a total 13.47 acres.
<b>Location:</b>	South of Interstate 4, west of US Highway 27, north of Holly Hill Grove Road 3, east of FDC Grove Road, and east of Haines City, in Section 19, Township 26, Range 27.
<b>Property Owner:</b>	GPK SE HOLDING, LLC
<b>Parcel Size:</b>	± 3.2 acres (272619-705000-020090, 272619-705000-020070)
<b>Development Area/Overlays:</b>	Transit Supportive Development Area (TSDA)
<b>Future Land Use:</b>	Residential High (RHX)
<b>Nearest Municipality</b>	Haines City
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Approval (7-0)
<b>Florida Commerce:</b>	No Comment – ORC 25-03 ACSC
<b>Case Planner:</b>	Johnathan (JP) Sims, Planner II

**Location Map**



**Current Future Land Use Map**



## **Summary**

This is an Applicant-Initiated request for a Future Land Use designation change from Residential High (RHX) to Tourist Commercial Center (TCCX). The change will make the subject site fronting of US 27 completely TCCX. The subject site includes a 3.2-acre portion of a larger 13.47-acre parcel.

## **Compatibility Summary**

The subject site is bordered by already existing Residential High (RHX) to the south and to the north. To the northeast is TCCX that was changed during LDCPAL-2022-21. To the west of the subject site is CITY use that is currently developing Brentwood Townhomes. Changing the subject site from RHX to TCCX will increase the amount of non-residential development.

## **Infrastructure Summary**

The subject site is adjacent to Highway 27 which is designed for high density traffic. Exits from the development are anticipated on Minute Maid Ramp Road 1 and Holly Hill Grove Road 3. The applicant is hoping to get access to US 27, but this will be determined by FDOT when a site plan is confirmed. Changing the designation from RHX to TCCX on the subject site will likely have a negligible impact on the amount of traffic on this road as the two uses are anticipated to generate almost the same amount of traffic. The subject site is within a Polk County Utilities Service Area in the Northeast. There is already water, wastewater, and reclaimed lines that run along Minute Maid Ramp Road 1. Duke Energy will be providing electricity to the subject site.

## **Environmental Summary**

The nearest lake to the parcel is Lake St Charles to the south at 2.07 miles away. There are no nearby floodplains or basins. The soil available in this area is 100% Candler Sand per the USDA NRSC soil survey completed August 27<sup>th</sup>, 2021. The closest park to the site is Loughman Park 5.35 miles to the northeast. The subject site is not in a flood zone or wetland. The subject site does reside within the Green Swamp.

## **Comprehensive Plan**

The relevant sections of the Comprehensive Plan that are applicable to the project request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.102-A10: Location Criteria
- Policy 2.104(A1-A9): Transit Supportive Development Area (TSDA)
- Policy 2.110(I1-5): Tourism Commercial Center (TCCX)
- Policy 2.131-Q7: Density and FAR Schedule
- Policy 2.132-B10: Ridge SPA Development Criteria

## **Findings of Fact**

### **Request and Legal Status**

- This is an applicant-initiated request for a Large-Scale Future Land Use designation change from Residential High (RHX) to Tourist Commercial Center (TCCX) on 3.2 +/- acres of a total 13.47-acre site in the Transit Supportive Development Area (TSDA).
- Subject site sits within the Green Swamp Area of Critical State Concern and sits within the Corridor of the TCCO Overlay.

### **Compatibility**

- The existing uses surrounding the site are
  - North – RHX/TCCX. undeveloped
  - West – CITY; Brentwood Townhomes.
  - East – TCCX; undeveloped
  - South – RHX; Brightly Apartments
- The subject site is bordered by nonresidential land that has not been developed to the east and the northeast. The south and west of the subject site already has residential usage. North of the site is designated as TCCX and has a car dealership. The west land use is CITY and is currently being developed with Brentwood Townhomes. To the east across US 27 is designated ECX but nothing has been built yet. To the east of that is high and medium density housing. To the south is RHX and developed with Brightly Apartments. In 2021, LDCPAL-2021-19 was approved to change the abutting parcels to the direct south to RHX.

### **Infrastructure**

- The zoned schools for the site are Bella Citta Elementary, Citrus Ridge K-8 for Middle, and Ridge Community Senior High School.
- Polk County Fire Rescue/EMS station 38 will be the response unit for this site. It is located at 126 Cottonwood Drive, Davenport, FL 33837 with an approx. response time of 3 minutes.
- The subject site is within the Sheriff Department's Northeast District. NE District is located at 1100 Dunson Rd in Davenport.
- The subject site will be serviced by Polk County's Northeast Utility Service Area for potable water and wastewater.
- Holly Hill Grove Road 3 does not have sidewalks. The frontage of the subject site on US Highway 27 does not have sidewalks. The car dealership to the north has sidewalks on US 27 and the Cambria Grove subdivision has sidewalks on FDC Grove Road.

- The closest mass transit stop is 6.84 miles away on US HWY 17/92 and US 27 intersection to the south of the subject site. It is serviced by Citrus Connection on Line 15. Route 20X, the Haines City to Davenport Express, runs along US 27 with stops only at Posner Park and Downtown Haines City.
- The nearest park is the Loughman Park 5.35 miles to the northeast of the subject site. The nearest regional park is about 8.58 miles north of the subject site.

## **Environmental**

- The subject site's elevations begin at 166 feet in the northwest corner of the parcel and moves upward to higher elevations to the southeast. The high point of the site is 185 feet close to the east side of the site that is abutting US Highway 27. It then begins to slope back downward to the south to end at a low elevation of 172 feet.
- The site is not located in a wetland or floodplain.
- The soil type for the subject site includes 100% Candler Sand.
- Per the Polk Species Observation Map, there have not been any endangered species sightings on the subject site.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- There are no wells on the subject site and it is not located in a wellfield.
- The site is not within an Airport Impact District.

## **Comprehensive Plan Policies**

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 Compatibility states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.

- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
  - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
  - b. nearness to agriculture-production areas;
  - c. distance from populated areas;
  - d. economic issues, such as minimum population support and market-area radius (where applicable);
  - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
    1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
    2. sanitary sewer and potable water service;
    3. storm-water management;
    4. solid waste collection and disposal;
    5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
    6. emergency medical service (EMS) provisions; and
    7. other public safety features such as law enforcement;
    8. schools and other educational facilities
    9. parks, open spaces, civic areas and other community facilities
  - f. environmental factors, including, but not limited to:
    1. environmental sensitivity of the property and adjacent property;
    2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
    3. wetlands and primary aquifer recharge areas;
    4. soil characteristics;
    5. location of potable water supplies, private wells, public well fields; and
    6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.104-A1: DESCRIPTION - Transit Supportive Development Areas shall meet the following criteria:
  - a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives,

utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;

b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;

c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;

d. include development criteria that:

1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;

2. improve access to employment areas, schools, shopping and recreational opportunities;

- **POLICY 2.104-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria

- a. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers.

- b. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts.

- c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.

- **POLICY 2.110-I1: CHARACTERISTICS** - Tourism Commercial Centers are intended to provide for the tourist, recreational needs, and entertainment activities primarily for the short-term visitor to Polk County, and also the residents of Polk County that accommodate large crowds and daily events. These include, but are not limited to: theme parks, resorts, hotels, motels, cultural centers, museums, and conference centers. Ancillary commercial uses necessary to support the activities within the center, such as restaurants, service stations, and convenience stores may also be permitted. General (approximate) characteristics of Tourism Commercial Centers are:

Usable Area: 10 acres or more

Gross Leasable Area (GLA): 10,000 to 2,000,000 sq. ft.

Typical Leading Tenant: Resorts, Museums, Historical Facilities, Theme park, Hotel, Motel, RV park.

Other Typical Tenants: All lodging facilities, restaurants, service stations, gift shops, miniature golf, and entertainment activities, bed and breakfasts, convention centers, expo

halls, and uses that are part of a master planned development for a tourist use attraction such as a private airstrip, marina, or equestrian facility.

- POLICY 2.110-I2: DESIGNATION AND MAPPING - Tourism Commercial Centers shall be located within TSDAs, UGAs, SDAs, UEAs, and RDAs as designated on the Future Land Use Map Series as "Tourism Commercial Center" (TCC).
- POLICY 2.110-I3: LOCATION CRITERIA - Tourism Commercial Centers shall be located at the intersections of arterial or major collectors, preferably with the capability to accommodate a fixed-route mass transit line. The proximity to other recreational attractions, either existing or proposed, such as recreational water bodies, recreational facilities, natural amenities, or other regional tourist attractions, shall also be considered in the location of Tourism Commercial Centers.
- POLICY 2.110-I4: DEVELOPMENT CRITERIA - Development within a TCC shall conform to the following criteria:
  - a. TCCs shall have direct access to an arterial roadway or have sufficient network of multiple collector roads to distribute traffic during peak periods of activity. Tourism Commercial Centers shall incorporate the use of frontage roads and shared ingress/egress facilities wherever practical.
  - b. Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
  - c. Buffering, screening, and setbacks shall be provided where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities, and air conditioning units, signage, etc. are examples of facilities which may require special buffering, screening, and setback provisions.
  - d. The maximum floor area ratio shall be limited to 0.50 unless developed as part of a Planned Development and may be permitted to go to 1.0 per the requirements in the Land Development Code.
  - e. Planned Developments within the TCC may be permitted a maximum floor area ratio up to 1.0 or an increase in square footage in order to promote attractive and economically viable tourist-oriented commercial development. Intensity increases shall only be available to parcels within the TSDA and UGA or those locations where urban infrastructure including adequate access to urban collector or arterial roads, public potable water and sewer, and public safety services are already available at appropriate levels. The Land Development Code shall establish specific development standards and criteria for Planned Developments within activity centers.
  - f. Tourism Commercial Center activities involving:
    - 1.Manufacturing uses such as confectionery, canneries and wineries where the products are part of the overall attraction, and
    - 2.Non-municipal airports may be approved in through terms and conditions stipulated in the Land Development Code.
  - g. Residential development shall only be permitted for tourists and employee housing for

employees of the tourist use. Examples include but are not limited to timeshares, short term rentals, employee housing, lodges and retreats, cabins, recreational vehicle spaces. Residential uses for employees of the TCC use shall only be considered as an accessory use as part of a master planned development per the Land Development Code. Housing for the owner and/or family of the owner shall be addressed as per the Land Development Code.

- POLICY 2.110-I5: ADJACENT DEVELOPMENT - Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to a TCC may include the following uses: Office, Medium-Density Residential, Institutional, or Open Space.
- POLICY 2.131-Q7: Density and FAR bonuses are used in the North Ridge Selected Area Plan to encourage development designs consistent with the intent of the plan. Within the Center and Core of the Transit Corridor and Center Overlay (TCCO), the base density for RMX is established at six dwelling units per acre (6 du/ac), and for RHX at ten dwelling units per acre (10 du/ac). Based on a density point system development within RLX can be permitted at densities of up to eight dwelling units per acre (8 du/ac) from the established sub-district while development within RMX can be permitted at densities of up to 15 dwelling units per acre (15 du/ac) and within the RHX, they can be permitted at densities of up to 20 dwelling units per acre (20 du/ac). Densities in the RMX and RHX outside the Center and Core of the TCCO may only occur below the base through the density bonus system within Land Development Code.
- POLICY 2.132-B10: DEVELOPMENT CRITERIA - Development within the RIDGE-SPA shall conform to the following:
  - a. Residential development shall not exceed a gross density per parcel of eight dwelling units per acre, within the RL land use category. Residential development within the US 27 SAP and North Ridge SAP shall be as adopted. Development of the RM parcels shall be subject to the following restrictions:1.Commercial development shall be prohibited unless permitted in conjunction with a Residentially-based, Mixed-Use Development. If a Residentially-based, Mixed-Use development is approved, then commercial restrictions shall be as set forth in the Ridge-SPA.2.Consistent with the objectives and goal of making shorter the average daily trip lengths, and the goal of providing affordable housing in close proximity to places of employment and major transportation corridors, residential development within the RM parcel shall be allowed as follows:(a)Up to or equal to 15 units per acre, providing the development meets the terms and conditions of this CARMP and the comprehensive plan as well as the required density bonus points listed within the Land Development Code.
  - b. Development of RH parcels shall be subject to the following restrictions:1.Commercial development shall be prohibited unless permitted in conjunction with a Residentially-Based, Mixed-Use Development or a Residentially-Based Mixed-Use Structure. If a Residentially-based, Mixed-Use Development or Residentially-Based, Mixed-Use Structure is approved, then commercial restrictions shall be as set forth in the Ridge-SPA and the North US 27 SAP.2.Consistent with the objectives and goal of making shorter the average daily



trip lengths, and the goal of providing affordable housing in close proximity to places of employment and major transportation corridors, residential development within the RH parcel shall be allowed a maximum of 20 du/ac, providing the development meets the terms and conditions of this CARMP and Comprehensive Plan.

- c. Golf courses shall be considered to be recreational and commercial in nature and shall be permitted in the following land uses: 1. Tourist Commercial Center [4]X (TCCX). 2. Leisure/Recreation (L/R). 3. Recreation and Open Space (ROS). 4. Residential-Low (RL). 5. Residential-Medium (RM).
- d. Development shall comply with the following Open Space (OS) and Impervious Surface Ratio (ISR) Standards: 1. All residential development must provide a minimum open space set-aside of no less than 30% of total land area. 2. Single-family lots shall not exceed an impervious surface ratio of 50% unless the lots are within a master planned residential community which maintains an overall Impervious Surface Ratio of 50%. 3. Commercial development within Residentially-based Mixed-Use projects shall not exceed an impervious surface ratio of 60% unless the lots are within a master planned residential community which maintains an overall Impervious Surface Ratio of 50%. 4. Development within the TC, BPC, EC, LCC, CE, NAC, CAC, RAC, TCC, PI, and IND land use categories shall not exceed an impervious surface ratio of 70% for the entire project.

**Development Review Committee Recommendation:** Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions, the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAL 2024-19**.

**Planning Commission Recommendation:** On April 2<sup>nd</sup>, 2025, in an advertised public hearing, the Planning Commission voted (7:0) to recommend **APPROVAL of LDCPAL-2024-19**.

**NOTE:** *This staff report was prepared without the benefit of testimony and evidence submitted by the public and other interested parties at a public hearing.*

**NOTE:** *All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.*

**NOTE:** *Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.*

## Analysis

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

## Surrounding Uses

Table 1 identifies the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

Table 1 Surrounding Uses

<b>Northwest</b> RMX;residential neighborhood, single family detached	<b>North</b> TCCX;undeveloped, Posner Park Chrysler car dealership	<b>Northeast</b> TCCX; undeveloped
<b>West</b> CITY; Brentwood Townhomes	<b>Subject Site</b> RHX;undeveloped grove land	<b>East</b> TCCX; undeveloped
<b>Southwest</b> CITY; Brentwood Townhomes	<b>South</b> RHX;Brightly Apartments	<b>Southeast</b> RMX; undeveloped grove land

*Source: Polk County Geographical Information System and site visit by County staff*

## Compatibility with the Surrounding Uses

According to *Policy 2.102-A2* of Polk County's Comprehensive Plan, "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development." The "development criteria" and the "density and dimensional regulations" of a land use district are often the measuring tools used by staff to determine compatibility and the appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

### A. Land Uses

The purpose of TSDA's is to serve as a foundation from which a future urban pattern is established, and to provide areas for development at urban densities and intensities. TSDA's are areas within the County that, at a minimum, are currently served, or are programmed within the applicable Comprehensive Plan Capital Improvement Program to be served within the next ten years by County owned, municipal, or County franchised central sanitary sewage and potable water systems. TSDA's are also supported by, or programmed to be supported by, other services typically found to accompany urban development such as public safety services, an urban road network, and developed parks.

The subject site is 3.2 acres of a total 13.47 acres which is currently designated as Residential High (RHX). The conversion from RHX to Tourism Commercial Corridor (TCCX) will allow for all parcels facing US 27 to be utilized for commercial purposes, as well as encompassing the internal roadway that connects Minute Maid Ramp Road 1 and Holly Hill Grove Road 3.

## B. Infrastructure

The subject site has access to public utilities already established. The northeast district Polk County Utilities will supply water, wastewater, and reclaimed water lines to the site. It is also adjacent to a major arterial road with US Highway 27.

## Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2021-2022 School Year	Average driving distance from subject site
Bella Citta Elementary	0 students	72%	4.59 ± miles driving distance
Citrus Ridge Middle School	0 students	92%	6.81 ± miles driving distance
Ridge Community Senior High	0 students	87%	3.75 ± miles driving distance

Source: Polk County School Board, Polk County Impact Fee Ordinance, GIS

There is capacity in all the zoned schools for the subject site, but this request is changing the land use to a commercial designation, which does not typically generate residential uses which create students. However, final concurrency is determined at Level 2 Review approval and not at Comprehensive Plan amendment or Planned Development approvals. If at Level 2 Review, the Level of Service (LOS) will be exceeded by the development or there is no capacity, County and School Board staff will discuss the mitigation options to ensure available space for new students and develop a plan with the applicant.

## Nearest Sheriff, Fire, and EMS Station

Table 3 below displays that the nearest Sheriff District office and Fire/EMS stations. Sheriff response times are not as much a function of the distance to the nearest sheriff's substation, but more a function of the overall number of patrol officers within the County.

Table 3 Public Safety Information

	Name of Station	Distance Response Time*
<b>Sheriff</b>	<b>Northeast District Command Unit</b> (1100 Dunson Rd in Davenport)	3.9 +/- miles Priority 1 – 9:33 Priority 2 – 23:15
<b>Fire/ EMS</b>	<b>Station #38</b> (126 Cottonwood Drive, Davenport, FL 33837)	0.6 +/- miles 2 minutes

Source: Polk County Sheriff's Office & Polk County Fire Rescue. Response times for September 2024.

## Water and Wastewater

### A. Estimated Demand and Service Provider

The subject site is within the Northeast Polk County's Utility Service Area for potable water, reclaimed water, and wastewater. The nearest water main and wastewater main are located adjacent to the subject site along the east and west side of US Highway 27. The 24-inch force main for potable water is on the east side of Highway 27 and the 16-inch wastewater force main is on the west side of Highway 27.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use RHX in North Ridge SAP	Maximum Permitted in Proposed TCCX in North Ridge SAP
3.2 +/-acres 139,392 sf	3.2 +/- acres X 20 du/ac = 64 du	3.2 +/- acres X 0.7 FAR = 97,574 sf
Potable Water Consumption	64 du X 198 GPD = 12,672 GPD	97,574 X 0.29 GPD = 28,297 GPD
Wastewater Generation	64 du X 180 GPD = 11,520 GPD	28,297 X 80% of water = 22,637 GPD

Source: Concurrency Manual: *RHX multifamily at 198 GPD per unit for water and 180 GPD for sewer TCCX, ECX and RHX uses 0.29 X square footage for water, and 80% of water for wastewater.*

### B. Available Capacity

Since water and wastewater are going to be provided by the Northeast District for Polk County Utilities, there is sufficient capacity. Table 4 provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the current land use designation RHX and the anticipated use TCCX. The Polk County Northeast Regional service area has enough capacity to service the property for water and wastewater.

System Status								
	Current Working Permit Limit (MGD)	Current Flow (MGD)	Percent of Current Limit Used Today (%)	Available Flow-Capacity Today (MGD)	Firm Commitments (MGD)	Uncommitted Capacity (MGD)	System Growth Rate (MGD/year)	Time Until Flow Exceeds Limit (Years)
Northeast PWS	13.940	8.917	64%	5.024	4.230	0.794	0.351	2.3

System Status								
	Current Working Permit Limit (MGD)	Current Flow (MGD)	Percent of Current Limit Used Today (%)	Available Flow-Capacity Today (MGD)	Firm Commitments (MGD)	Uncommitted Capacity (MGD)	System Growth Rate (MGD/year)	Time Until Flow Exceeds Limit (Years)
Northeast Regional WWTF	4.750	4.388	73%	1.612	1.548	0.064	0.149	0.4

The nearest fire hydrant is 190 feet to the east of the subject site on the east side of US 27. It is close to the northeast corner of US 27 and Minute Maid Ramp Road 1.

### C. Planned Improvements

An expansion to the Northeast Regional WWTF is planned that will expand the additional capacity available.

## Roadways/Transportation Network

### A. Estimated Demand

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed request will generate a more traffic than the current Future Land Use designation.

*Table 5 Estimated Transportation Impact Analysis*

Permitted Intensity	Maximum Permitted in Existing Land Use RHX in North Ridge SAP	Maximum Permitted in Proposed TCCX in North Ridge SAP
3.2 +/-acres 139,392 sf	3.2 +/- acres X 20 du/ac = 64 du	3.2 +/- acres X 0.70 FAR = 97,574 sq ft / 1000 = 97 sf
Average Annual	64 du X 4.54 AADT = 291 Trips (100% New Trips)	97 sf X 7.99 AADT = 590 Trips (76% New Trips)
PM Peak	64 du X 0.32 AADT = 21 Trips	97 sf X 0.59 AADT = 58 Trips

*Source: CPA Concurrency Analysis where LDA for RHX is Multifamily Housing (High-Rise) 4.54 AADT, 0.32 peak; Hotel for TCCX at 7.99 AADT, 0.59 peak.*

## B. Available Capacity

The roads surrounding the subject site all have insufficient capacity availability. US HWY 27 to the east is a principal arterial road with a “F” Level of Service. Minute Maid Road Ramp 1 and Holly Hill Grove Road to the north and south are Local Roads, and are not tracked for concurrency and level of service.

Link #	Road Name	Current Level of Service (LOS)	Available Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hr Projected LOS
5110N	US 27 (CR 547 to Interstate-4)	F	0	D	F
5110S	US 27 (CR 547 to Interstate-4)	F	0	D	F

*Source: 2023 Roadway Network Database*

## C. Roadway Conditions

Minute Maid Ramp Road One is considered unpaved in our pavement management system due to having a substandard base. As a result, there is no pavement condition data on it as it’s maintained under the Dust Control operation and not Pavement Management. Holly Hill Grove Road 3 is currently paved with the development of the Brentwood Apartments and Townhomes. The applicants will be required to improve Minute Maid Ramp Road 1 to county standards from any access on these roads to US 27.

## D. Sidewalk Network

The closest sidewalk connection is in the Cambria Grove residential development .31 miles to the west. Minute Maid Ramp Road 1 and Holly Hill Grove Road 3 do not have sidewalks. The frontage of the subject site on US Highway 27 does not have sidewalks. The car dealership to the north has sidewalks on US 27 and the Cambria Grove subdivision has sidewalks on FDC Grove Road.

## E. Planned Improvements:

There are currently no planned County improvements along any of the traffic links. However, due to development activity in Haines City, the communities traffic impacts are of a general concern. Failing road links cannot be a reason to deny an applicant’s request.

## F. Mass Transit

The closest bus stop can be located along the corner of Highway 17/92 and C Street in Haines City and is serviced by Line 15 through Citrus Connection. The bus stop is 6.84 miles away from the subject site. Route 20X, the Haines City to Davenport Express, runs along US 27 with stops only at Posner Park and Downtown Haines City.

### **Park Facilities:**

The nearest park is Loughman Park at 5.35 miles to the northeast of the subject site. The subject site is situated within the Green Swamp but is not in floodplain or wetland.

#### **A. Location:**

Loughman Park is 5.35 miles northeast of the subject site off Ronald Reagan Parkway.

#### **B. Services:**

This park has a tot lot, a soccer field, basketball court, and open pavilion space.

#### **C. Multi-use Trails:**

The closest free hiking trail is in the Hilochee Wildlife Management Area which is 5 miles to the southwest of the subject site.

#### **D. Environmental Lands:**

The subject site is located in the Green Swamp Area of Critical State Concern. There are state and regional owned lands in the Green Swamp Area of Critical State Concern but county owned lands available for public access.

#### **E. Planned Improvements:**

There are no further recreation improvements scheduled for this area of the County at this time.

### **Environmental Conditions**

The site's highest elevation is at the east edge of the parcel at the corner of US 27 and Minute Maid Ramp Road 1. It then slopes downward to the west from a high point of 185 feet to a low of 165 feet in the northern parcel, and 172 feet in the southern parcel.

#### **A. Surface Water:**

There are no surface waters on the subject site.

#### **B. Wetlands/Floodplains:**

There are no wetlands or floodplains on the subject site. The parcel is located in the Green Swamp, an Area of Critical State Concern. According to the Polk County GIS Viewer, the parcel appears to have no wetlands nor Special Flood Hazard Area. Development is subject to review by the Florida Department of Commerce and, when permitted, is regulated in accordance with the land use standards of the Polk County Comprehensive Plan and Land Development Code.

C. Soils:

The subject site is comprised of 100% Candler Sand. According to the soil survey of Polk County, the site is entirely comprised of Candler Sand. While site grading and preparation will be necessary to support site development, these soils are generally suitable for development.

**Table 8 (Per the Applicant's IAS)**

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Candler Sand	Slight	Slight	100%

*Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service \*Because of poor filtration, ground water contamination is a hazard in many areas that have a concentration of homes with septic tanks.*

The subject site has acceptable soils for septic tanks. This will not be an issue though as the site will be hooked up to wastewater and water from Polk County Utilities.

D. Protected Species

According to the Florida Biodiversity Matrix GIS application, no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File.

F. Wells (Public/Private)

The subject site is not located on a wellfield and does not have a well on site. The site will be connecting to water from Polk County Utilities.

G. Airports:

The site is not within an Airport Impact District.

**Economic Factors:**

No Economic Factors are present on this site.

**Consistency with the Comprehensive Plan**

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan. How the request is **consistent** with the Comprehensive Plan is listed below:



*Table 8 Comprehensive Plan and Land Development Code*

Comprehensive Plan Policy	Consistency Analysis
<p>POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished:</p> <p>a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.</p>	<p>The Comprehensive Plan permits Tourism Commercial Center to be designated in urban areas and contribute to a combination of commercial buildings.</p>
<p>POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.</p>	<p>The lands surrounding the subject site are already a combination of high density residential, professional institutions, commercial, and single-family homes. Polk County Utilities are readily available in this area.</p>
<p>POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.</p>	
<p>POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:</p> <p>a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:</p> <ol style="list-style-type: none"> <li>1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;</li> <li>2. sanitary sewer and potable water service;</li> <li>3.</li> </ol>	<p>The timing is consistent with the growth in the area as the surrounding sites are already designated for a variety of uses. There is ample connectivity to water, wastewater, reclaimed water, and electricity. Fire and Sheriff are close by with low response times. Schools that are zoned for the site are not at capacity. The subject site is not in a wetlands or floodplain, and has readily available access to a main arterial road with US HWY 27.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.</p>	
<p><b>POLICY 2.104-A1: DESCRIPTION</b> - Transit Supportive Development Areas shall meet the following criteria:</p> <p>a.be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;b.be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;c.be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;d.include development criteria that:1.promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;2.improve access to employment areas, schools, shopping and recreational opportunities;</p>	<p>TSDA is where we want all high-density growth to occur since facilities and services are already available in those areas.</p>
<p><b>POLICY 2.104-A3: LAND USE CATEGORIES</b> - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria</p> <p>a. <b>ACTIVITY CENTERS:</b> Regional Activity Centers, Community Activity Centers,</p>	<p>Tourism Commercial Centers are allowed and encouraged to be built in TSDA since that is where development is supposed to occur. There is ample access to utilities, mass transit is not far from the site, sidewalks are already placed in adjacent developments, there is access to public schools, and there is a variety</p>

Comprehensive Plan Policy	Consistency Analysis
Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact CommercialCenters. b.RESIDENTIAL: Residential-High, Residential-Medium, and Residential-LowDistricts. c.OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.	of homes available ranging in different densities.
POLICY 2.104-A5: DEVELOPMENT CRITERIA - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code:  a.provide access to transit facilities;b.connect to centralized potable water and sanitary sewer systems;c.incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;d.implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;e.integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;f.provide access to civic space, parks, green areas, and open space and other amenities;g.be supported by public safety (i.e., fire, EMS and law enforcement);h.have access to public schools;i.provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.j.encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.	

Comprehensive Plan Policy	Consistency Analysis
<p>POLICY 2.110-I1: CHARACTERISTICS - Tourism Commercial Centers are intended to provide for the tourist, recreational needs, and entertainment activities primarily for the short-term visitor to Polk County, and also the residents of Polk County that accommodate large crowds and daily events. These include, but are not limited to: theme parks, resorts, hotels, motels, cultural centers, museums, and conference centers. Ancillary commercial uses necessary to support the activities within the center, such as restaurants, service stations, and convenience stores may also be permitted. General (approximate) characteristics of Tourism Commercial Centers are:</p> <p>Usable Area: 10 acres or more</p> <p>Gross Leasable Area (GLA): 10,000 to 2,000,000 sq. ft.</p> <p>Typical Leading Tenant: Resorts, Museums, Historical Facilities, Theme park, Hotel, Motel, RV park.</p> <p>Other Typical Tenants: All lodging facilities, restaurants, service stations, gift shops, miniature golf, and entertainment activities, bed and breakfasts, convention centers, expo halls, and uses that are part of a master planned development for a tourist use attraction such as a private airstrip, marina, or equestrian facility.</p> <p>POLICY 2.110-I2: DESIGNATION AND MAPPING - Tourism Commercial Centers shall be located within TSDAs, UGAs, SDAs, UEAs, and RDAs as designated on the Future Land Use Map Series as "Tourism Commercial Center" (TCC).</p> <p>POLICY 2.110-I3: LOCATION CRITERIA - Tourism Commercial Centers shall be located at the intersections of arterial or major collectors, preferably with the capability to accommodate a fixed-route mass transit line. The proximity to</p>	<p>The subject site is within the TSDA and with the contiguous nature of the existing TCCX, it will provide more than enough acreage for ample commercial usages. US 27 is a Major Arterial Road which is appropriate for TCCX.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>other recreational attractions, either existing or proposed, such as recreational water bodies, recreational facilities, natural amenities, or other regional tourist attractions, shall also be considered in the location of Tourism Commercial Centers.</p> <p><b>POLICY 2.110-I4: DEVELOPMENT CRITERIA</b>  - Development within a TCC shall conform to the following criteria:</p> <ul style="list-style-type: none"> <li>g. TCCs shall have direct access to an arterial roadway or have sufficient network of multiple collector roads to distribute traffic during peak periods of activity. Tourism Commercial Centers shall incorporate the use of frontage roads and shared ingress/egress facilities wherever practical.</li> <li>h. Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.</li> <li>i. Buffering, screening, and setbacks shall be provided where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities, and air conditioning units, signage, etc. are examples of facilities which may require special buffering, screening, and setback provisions.</li> <li>j. The maximum floor area ratio shall be limited to 0.50 unless developed as part of a Planned Development and may be permitted to go to 1.0 per the requirements in the Land Development Code.</li> <li>k. Planned Developments within the TCC may be permitted a maximum floor area ratio up to 1.0 or an increase in square footage in order to promote attractive and economically viable</li> </ul>	

Comprehensive Plan Policy	Consistency Analysis
<p>tourist-oriented commercial development. Intensity increases shall only be available to parcels within the TSDA and UGA or those locations where urban infrastructure including adequate access to urban collector or arterial roads, public potable water and sewer, and public safety services are already available at appropriate levels. The Land Development Code shall establish specific development standards and criteria for Planned Developments within activity centers.</p> <p>1. Tourism Commercial Center activities involving:</p> <p>1.Manufacturing uses such as confectionery, canneries and wineries where the products are part of the overall attraction, and</p> <p>2.Non-municipal airports may be approved in through terms and conditions stipulated in the Land Development Code.</p> <p>g. Residential development shall only be permitted for tourists and employee housing for</p> <p>employees of the tourist use. Examples include but are not limited to timeshares, short term rentals, employee housing, lodges and retreats, cabins, recreational vehicle spaces. Residential uses for employees of the TCC use shall only be considered as an accessory use as part of a master planned development per the Land Development Code. Housing for the owner and/or family of the owner shall be addressed as per the Land Development Code.</p> <p>POLICY 2.110-I5: ADJACENT DEVELOPMENT - Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to a TCC may include the following uses: Office,</p>	

Comprehensive Plan Policy	Consistency Analysis
Medium-Density Residential, Institutional, or Open Space.	
<p>POLICY 2.131-Q7: Density and FAR bonuses are used in the North Ridge Selected Area Plan to encourage development designs consistent with the intent of the plan. Within the Center and Core of the Transit Corridor and Center Overlay (TCCO), the base density for RMX is established at six dwelling units per acre (6 du/ac), and for RHX at ten dwelling units per acre (10 du/ac). Based on a density point system development within RLX can be permitted at densities of up to eight dwelling units per acre (8 du/ac) from the established sub-district while development within RMX can be permitted at densities of up to 15 dwelling units per acre (15 du/ac) and within the RHX, they can be permitted at densities of up to 20 dwelling units per acre (20 du/ac). Densities in the RMX and RHX outside the Center and Core of the TCCO may only occur below the base through the density bonus system within Land Development Code.</p>	<p>The subject site does sit within the North Ridge SAP and is specially designated for TSDA, TCCX, and RHX. This allows control over the development rate and flow since there are numerous external factors expediting the growth in this area.</p>
<ul style="list-style-type: none"> <li>• POLICY 2.132-B10: DEVELOPMENT CRITERIA - Development within the RIDGE-SPA shall conform to the following: <ul style="list-style-type: none"> <li>○ a. Residential development shall not exceed a gross density per parcel of eight dwelling units per acre, within the RL land use category. Residential development within the US 27 SAP and North Ridge SAP shall be as adopted. Development of the RM parcels shall be subject to the following restrictions:1.Commercial development shall be prohibited unless permitted in conjunction with a Residentially-based, Mixed-Use Development. If a Residentially-based, Mixed-Use</li> </ul> </li> </ul>	<p>Based on the location of the subject site, being located in the Ridge Special Protection Area of the Green Swamp Area of Critical State Concern, the application shall follow the restrictions of the Comprehensive Plan for Tourism Commercial Center.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>development is approved, then commercial restrictions shall be as set forth in the Ridge-SPA.2.Consistent with the objectives and goal of making shorter the average daily trip lengths, and the goal of providing affordable housing in close proximity to places of employment and major transportation corridors, residential development within the RM parcel shall be allowed as follows:(a)Up to or equal to 15 units per acre, providing the development meets the terms and conditions of this CARMP and the comprehensive plan as well as the required density bonus points listed within the Land Development Code.</p> <ul style="list-style-type: none"> <li>○ b. Development of RH parcels shall be subject to the following restrictions:1.Commercial development shall be prohibited unless permitted in conjunction with a Residentially-Based, Mixed-Use Development or a Residentially-Based Mixed-Use Structure. If a Residentially-based, Mixed-Use Development or Residentially-Based, Mixed-Use Structure is approved, then commercial restrictions shall be as set forth in the Ridge-SPA and the North US 27 SAP.2.Consistent with the objectives and goal of making shorter the average daily trip lengths, and the goal of providing affordable housing in close proximity to places of employment and major transportation corridors, residential development within the RH parcel shall be allowed a maximum of 20 du/ac, providing the development meets the terms and conditions of</li> </ul>	



Comprehensive Plan Policy	Consistency Analysis
<p>this CARM and Comprehensive Plan.</p> <ul style="list-style-type: none"> <li>○ c. Golf courses shall be considered to be recreational and commercial in nature and shall be permitted in the following land uses:1.Tourist Commercial Center [4]X (TCCX).2.Leisure/Recreation (L/R).3.Recreation and Open Space (ROS).4.Residential-Low (RL).5.Residential-Medium (RM).</li> <li>○ d. Development shall comply with the following Open Space (OS) and Impervious Surface Ratio (ISR) Standards:1.All residential development must provide a minimum open space set-aside of no less than 30% of total land area.2.Single-family lots shall not exceed an impervious surface ratio of 50% unless the lots are within a master planned residential community which maintains an overall Impervious Surface Ratio of 50%.3.Commercial development within Residentially-based Mixed-Use projects shall not exceed an impervious surface ratio of 60% unless the lots are within a master planned residential community which maintains an overall Impervious Surface Ratio of 50%.4.Development within the TC, BPC, EC, LCC, CE, NAC, CAC, RAC, TCC, PI, and IND land use categories shall not exceed an impervious surface ratio of 70% for the entire project.</li> </ul>	

## Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria and it is permitted in the designated area. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

**Table 9 Urban Sprawl Criteria**

<b>Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes</b>	
<b>Urban Sprawl Criteria</b>	<b>Sections where referenced in this report</b>
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Summary of analysis
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Summary of analysis
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Summary of analysis, surrounding Development, compatibility
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Summary of analysis, surrounding Development, compatibility
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Compatibility with Surrounding Land Uses
f. <i>Fails to maximize existing public facilities and services.</i>	Summary of Analysis, Infrastructure
g. <i>Fails to minimize the need for future facilities and services.</i>	Summary of Analysis, Infrastructure
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Summary of Analysis, Infrastructure
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
m. <i>Results in the loss of a significant amount of open space.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses

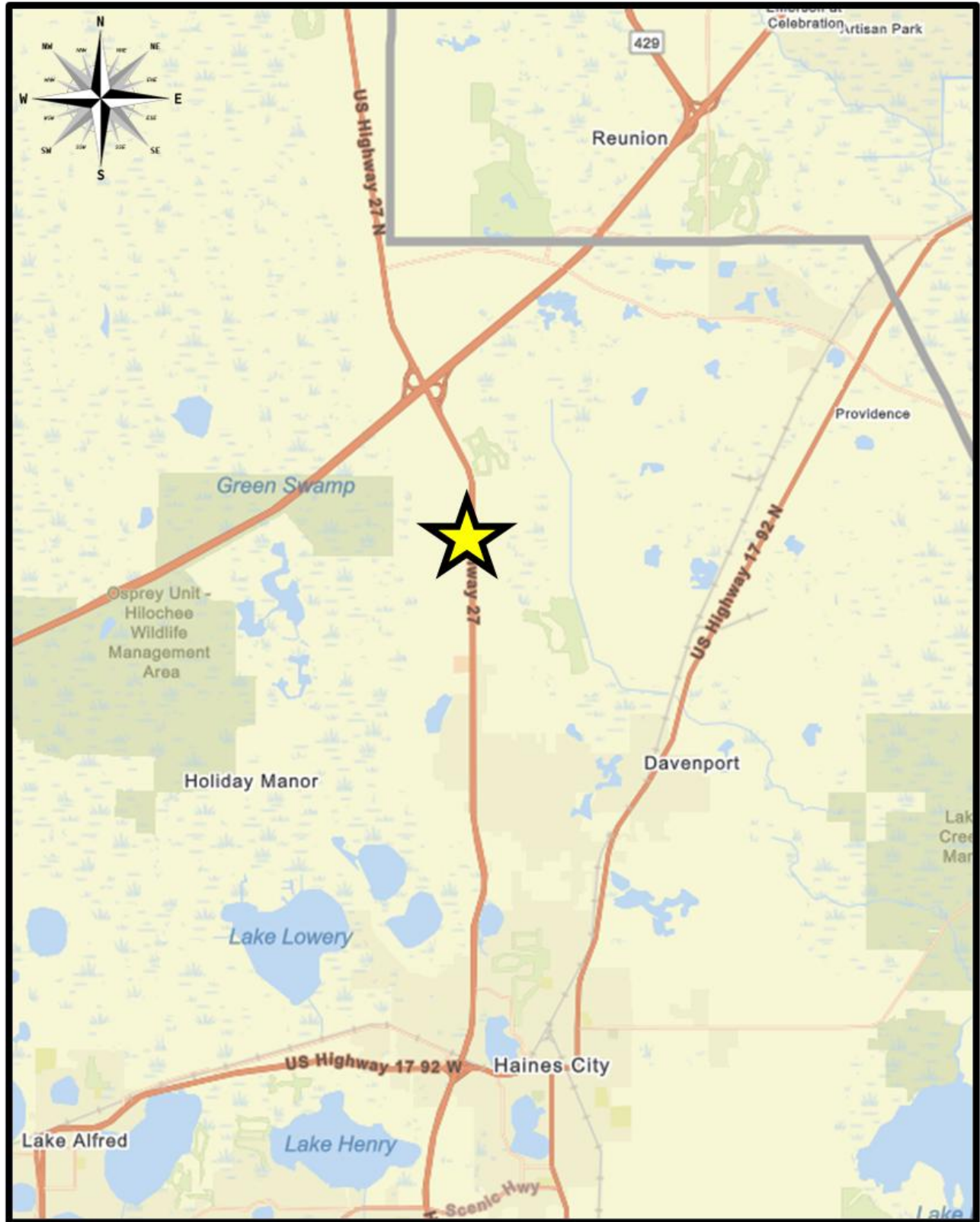
## Comments from other agencies

No comments

**Exhibits:**

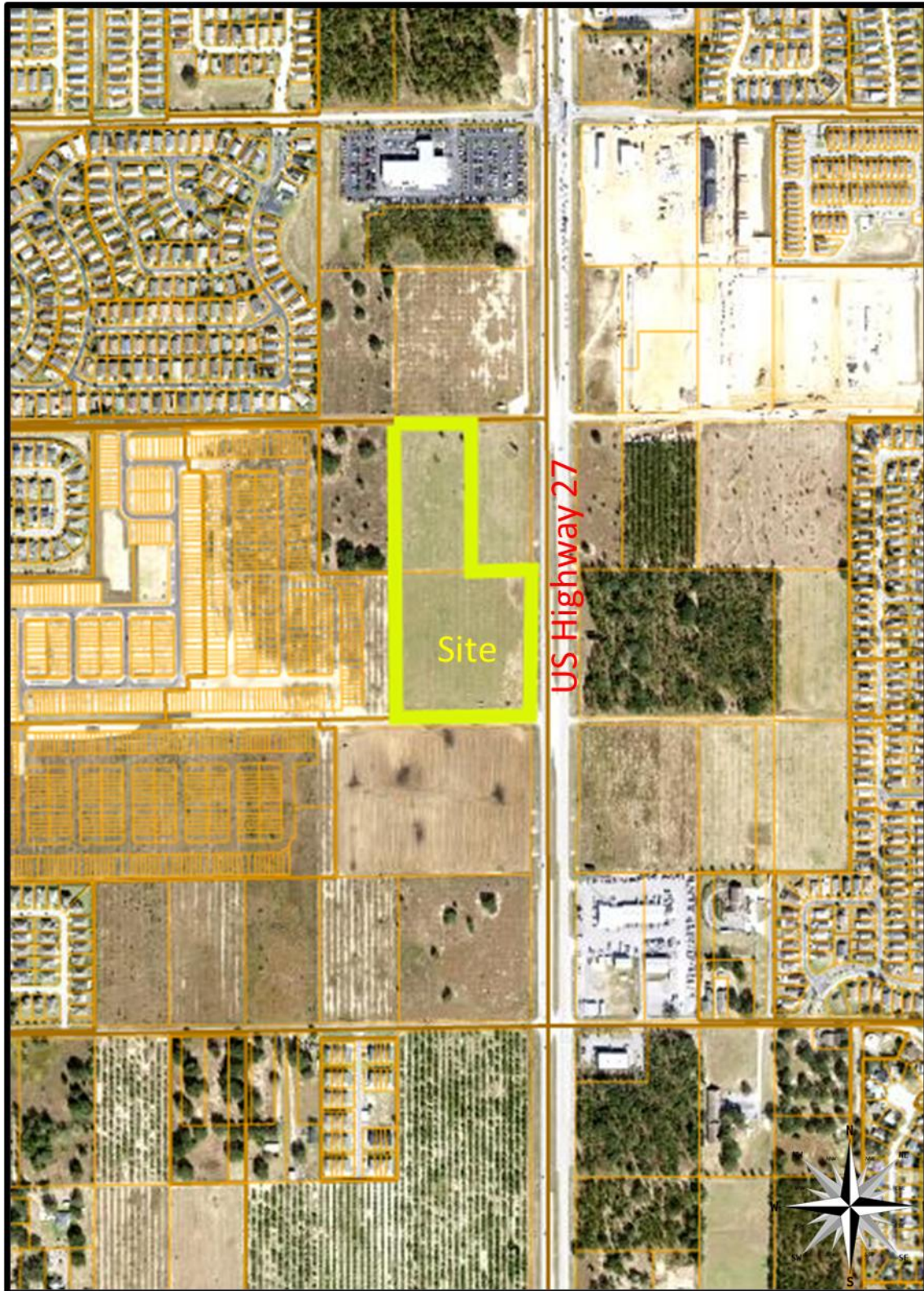
Exhibit 1	Location Map
Exhibit 2	2023 Aerial Context Map
Exhibit 3	2023 Aerial Close Up
Exhibit 4	Current Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6	TCCX Conditional Uses

Applicant's submitted documents and ordinance as separate files



## LOCATION MAP



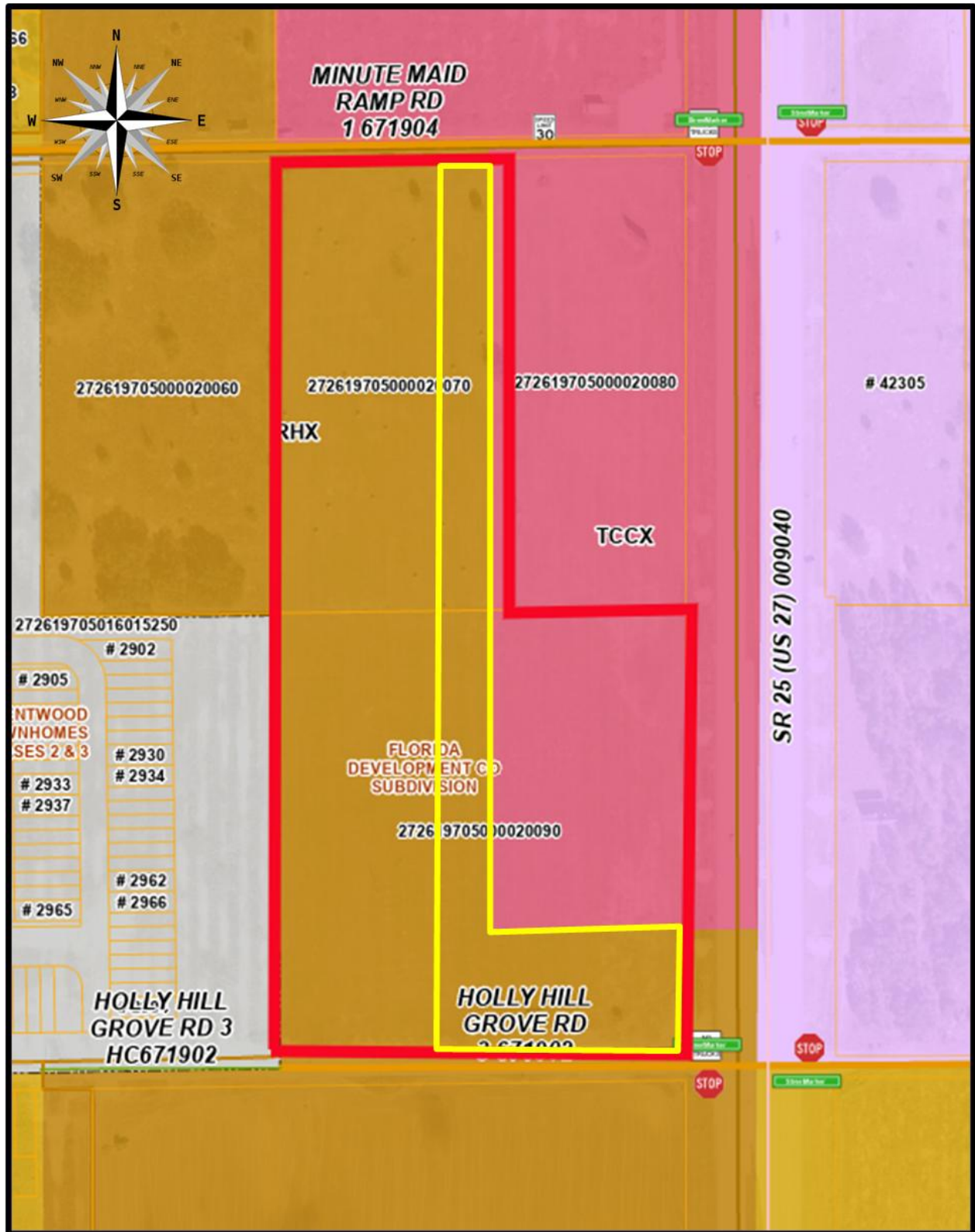


## 2023 AERIAL PHOTO CONTEXT



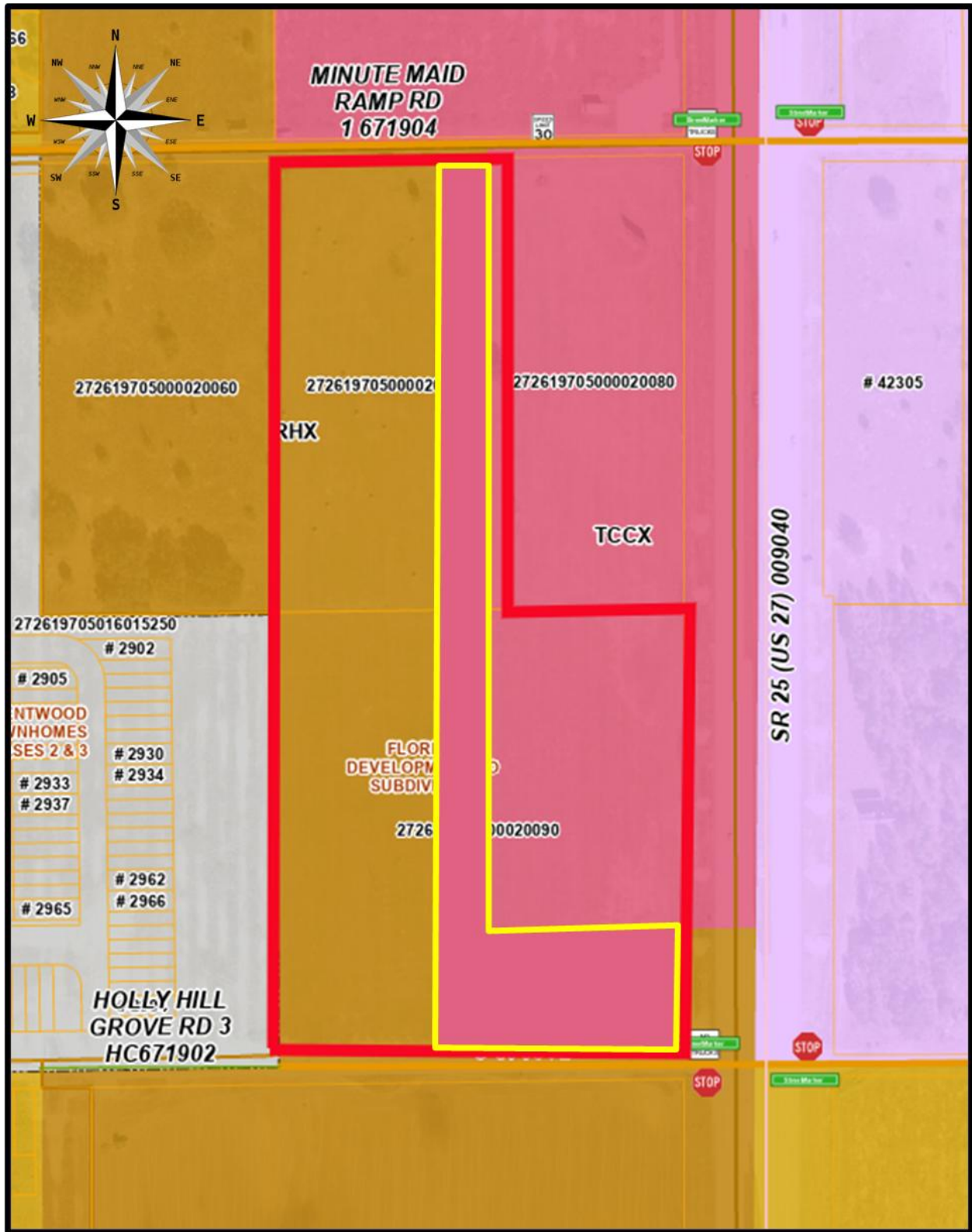


2023 AERIAL PHOTO CLOSE UP



CURRENT FLUM  
Residential High (RHX)





PROPOSED FLUM  
Tourist Commercial Centers (TCCX)



Tourist Commercial Centers (TCCX) in the Transit Supportive Development Area (TSDA)			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
<b>Conditional Uses:</b>	Adult Use Alcohol Package Sales Bars- Lounges- and Taverns Golf Course Kennels- Boarding and Breeding Marinas and Related Facilities Nightclubs and Dance Halls Recreation- High Intensity Recreation- Low Intensity Recreation- Passive Multi-family Commercial Vehicle Parking, Communication Tower- Monopole Community Center Cultural Facility Financial Institution- Drive Through Heliports Manufacturing- Light Medical Marijuana Dispensaries Recreation & Amusement General Recreation & Amusement Intensive Recreation- Vehicle Oriented Recreational Vehicle Storage Religious Institution Restaurant- Drive-thru/Drive-in Retail- More than 65-000 sq. ft. School- Technical/Vocational/Trade & Training Vehicle Sales- Leasing	<b>Conditional Uses:</b>	Planned Development Transitional Development Cemetery Helistops Manufacturing- General Mining- Non-phosphate Outdoor Concert Venue Retail- Outdoor Sales/Display School- University/College Seaplane Base Water Ski Schools Airport

## TCCX CONDITIONAL USES